

The Hongkong Telegraph.

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第七廿月七年二統宣

WEDNESDAY, AUGUST 31, 1910.

三拜禮

號一廿月八年英治香

\$50 PER ANNUM.
SINGLE COPY 10 CENTS.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$15,000,000
RESERVE FUNDS \$15,000,000
Sterling \$15,000,000
Silver \$15,000,000
RESERVE LIABILITY OF PROPRIETORS \$15,000,000

COURT OF DIRECTORS:
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LONDON BANKERS—LONDON COUNTY AND WESTMINSTER BANK, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 1 per Cent per annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 1 1/2 per Cent per annum.
For 6 months, 2 per Cent per annum.
For 12 months, 2 1/2 per Cent per annum.
N. J. STABB,
Acting Manager.
Hongkong, 25th August, 1910.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1851.
HEAD OFFICE—LONDON.

PAID-UP CAPITAL £1,000,000
RESERVE FUND £1,000,000
RESERVE LIABILITIES OF PROPRIETORS £1,000,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 1 per Cent per annum on the daily balance.
On Fixed Deposits for 12 months, 4 per Cent.
WM. DICKSON,
Manager.
Hongkong, 25th April, 1910.

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP Yen 10,000,000
RESERVE FUNDS 10,350,000

Head Office—YOKOHAMA.

Branches and Agents:
TOKIO, HANKOW.
Kobe, TIENTSIN.
OSAKA, PEKIN.
NAGASAKI, NEWHONGKONG.
LONDON, DALNY.
LYONS, PORT ARTHUR.
NEW YORK, ANTONG.
SAN FRANCISCO, LIOYANG.
HONOLULU, MUKDEN.
HOMBAI, TIENTSIN.
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HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 1 per Cent per annum on the daily balance.
On fixed deposits:
For 3 months 4 1/2 per Cent.
For 6 months 5 per Cent.
For 12 months 5 1/2 per Cent.
TAKAO TAKAMORI,
Manager.
Hongkong, 15th March, 1910.

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP—Sh. Tels. 7,500,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin, Hamburg, Hankow,
Canton, Peking, Singapore, Tientsin,
Tientsin, Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:
Königliche Seehandlung (Preussische Staatsbank).
Direction der Disconto-Gesellschaft.
Deutsche Bank.
S. Bleichroeder.
Berliner Handels-Gesellschaft.
Bank für Handel und Industrie.
Robert Warshawsky & Co.
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Sak. Oppenheim & Co., Köln.
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LONDON BANKERS:
Messrs. M. M. ROBERTSON & SONS.
THE UNION OF LONDON AND SHIP'S BANK, LIMITED.
DEUTSCHE BANK (BERLIN), LONDON AGENT.
DIREKTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

J. KULLMANN,
Acting Manager.
Hankow, 31st March, 1910.

Banks.

HONGKONG SAVINGS BANK.

THE Depositors of this Bank are entitled to the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 4 per Cent per annum.
Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSITS at 4 per Cent per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
N. J. STABB,
Acting Chief Manager.
Hongkong, 18th July, 1910.

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP Gold \$1,500,000.
RESERVE FUND Gold \$1,500,000.
Gold \$6,500,000.

(about £1,500,000).
HEAD OFFICE—60, Wall Street, New York.
LONDON OFFICE—Threadneedle House, E.C.

LONDON BANKERS:
BANK OF ENGLAND.
NATIONAL PROV. CIL BANK OF ENGLAND, LTD.
THE CAPITAL & COUNTIES BANK, LIMITED.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every description of Banking and Exchange Business, receives money on Current Account at the rate of 2 1/2 per Cent per annum on the daily balance and accepts Fixed Deposits at the following rates:
For 12 months 4 1/2 per Cent per annum.
For 6 months 4 per Cent per annum.
For 3 months 3 1/2 per Cent per annum.

N. S. MARSHALL,
Manager.
No. 9, Queen's Road Central.
Hongkong, 17th August, 1910.

Insurance.

CHINA MUTUAL LIFE INSURANCE CO., LTD.

HEAD OFFICE, SHANGHAI.

DIRECTORS AND OFFICERS:
Alexander McLeod, Esq., Chairman.
O. Stephenson, Esq.
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J. A. Wattle, Esq., Managing Director.
A. J. Hughes, Esq., Secretary.
S. B. Neill, Esq., F.I.A., Actuary.

A STRONG British Corporation Registered under Hongkong Ordinances and under Life Assurance Companies' Acts, England.
Insurance in Force \$37,555,885.00
Assets 8,415,350.00
Income for Year 2,566,559.00
Insurance Fund 8,216,815.00

LEFFERTS KNOX, Esq., Hongkong, District Manager.
B. W. TAPE, Esq., Canton, Macao and the Philippines, District Secretary.
ALEXANDRA BUILDING.

C. LAWDER, Esq., Inspector, Hongkong.

ADVISORY BOARD, HONGKONG.
Sir Paul Chater, Kt., C.M.G.
T. F. Hough, Esq.
O. J. Lister, Esq.
Hongkong, 16th July, 1910.

PEAK TRAMWAYS COMPANY LIMITED.

TIME TABLE.

WEEK DAYS.
7.00 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 12.00 a.m. Every 15 minutes.
12.00 a.m. to 1.15 p.m. Every 15 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 15 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 15 minutes.

NIGHT CARS.
8.45 p.m. and 9 p.m. to 11.15 p.m. every half hour.

SUNDAYS.
8.00 a.m. to 10.00 a.m. Every 15 minutes.
10.00 a.m. to 12.00 a.m. Every 30 minutes.
12.00 a.m. to 1.15 p.m. Every 15 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 15 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 15 minutes.

NIGHT CARS on Week Days, SATURDAYS.

Extra cars at 11.15 p.m., 10.30 p.m., and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, Des Voeux Road Central.
JOHN D. HUMPHREYS & SON,
General Manager.
Hongkong, 1st April, 1910.

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

WILL despatch VESSELS to the Undermentioned PORTS on or about the DATES named—

FOR	STEAMERS	TO SAIL ON	REMARKS
LONDON, &c., via usual Ports.	ARCADIA	Noon, 3rd Sept.	See Special Advertisement.
KEELUNG, SHANGHAI, PU-KOW, HANKOW, CHIN-WANTAO, MOJI, KOBE and YOKOHAMA	P. LMA	About 3rd Sept.	Freight only.
LONDON and ANTWERP via SINGAPORE, PENANG, SOLOMON PORT SAID, and MARSEILLES	NUBIA	About 7th Sept.	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	Capt. G. W. Cockburn, R.N.R.	About 8th Sept.	Freight and Passage.

For Further Particulars, apply to
E. A. HEWETT,
Superintendent.
P. & O. S. N. Co.'s Office,
Hongkong, 31st August, 1910.

Intimations.

LANE, CRAWFORD & CO.

NOW PROCEEDING

BARGAIN SALE

IN

LADIES' DEPARTMENT.

25 PER CENT DISCOUNT
OFF USUAL PRICES.

LANE, CRAWFORD & CO.

FOR BATHING PARTIES.

Blackberry Brandy.
Cherry Brandy.
Cherry Whisky.
Creme De Menthe.
Orange Gin.
Peppermint.

CALDBECK, MACGREGOR & CO.

Wine & Spirit Merchants.

Hongkong, 9th August, 1910.

Hotels.

TRY

WEISMANN'S PURE FRESH COFFEE.

Roasted and Ground on our Premises Daily.

1/2-lb. and 1-lb. tins.

Hongkong, 20th July, 1910.

HOTEL CRAIGIEBURN.

PAVING'S GAR, the PEAK, near the TRAM TERMINUS Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 1st July, 1910.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF
THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND
THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.
HONGKONG TO CANTON:
MONDAY, 29th August.
8.00 A.M. HEUNGSHAN 8.00 A.M. HONAM
10.00 P.M. KINSHAN 5.15 P.M. FATSHAN
TUESDAY, 30th August.
8.00 A.M. HONAM 8.00 A.M. HEUNGSHAN
10.00 P.M. FATSHAN 5.15 P.M. KINSHAN
WEDNESDAY, 31st August.
8.00 A.M. HEUNGSHAN 8.00 A.M. HONAM
10.00 P.M. KINSHAN 5.15 P.M. FATSHAN
CANTON TO HONGKONG:
THURSDAY, 1st September.
8.00 A.M. HONAM 8.00 A.M. HEUNGSHAN
10.00 P.M. FATSHAN 5.15 P.M. KINSHAN
FRIDAY, 2nd September.
8.00 A.M. HEUNGSHAN 8.00 A.M. HONAM
10.00 P.M. KINSHAN 5.15 P.M. FATSHAN
SATURDAY, 3rd September.
8.00 A.M. HONAM 8.00 A.M. HEUNGSHAN
10.00 P.M. FATSHAN 5.15 P.M. KINSHAN
SUNDAY, 4th September.
10.00 P.M. FATSHAN

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to the Superior Saloon and Cabin Accommodation. Lighted throughout by electricity. Electric Fan in each Cabin.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.
S.S. "SUI-TAI," 1,265 Tons and "SUI-AN," 1,265 Tons.
Departures from Hongkong to Macao on week days at 8 A.M. and at 2 P.M. from the Company's Wing Lok Street Wharf.
Departures from Macao to Hongkong on week days at 7.30 A.M. and at 2 P.M.

EXCURSION TO MACAO.

On SUNDAY, the 4TH SEPTEMBER, 1910.
The Company's Steamship
"SUI-AN,"
will depart from the COMPANY'S WING LOK STREET WHARF at 9 A.M.
and return from Macao at 7 P.M.
FARES:
1st Class Return \$3, Single \$1.50. 2nd Class Return \$2, Single 60 cts.
N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.10 A.M. from Hongkong at 1 P.M. from the Company's Wing Lok Street Wharf. This steamer connects with the steamer returning from Macao at 5 P.M.
First class fare by steamer leaving at 1 P.M. and returning with excursion steamer at 5 P.M. \$4. Single Fare also \$4.
Further Particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.
S.S. "HOI SANG," 457 Tons.
Departures from MACAO to CANTON on Monday, Wednesday and Friday, at 9 P.M.
Departures from CANTON to MACAO on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF
HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.,
THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.
S.S. "SAINAM," 588 Tons, and "NANNING," 569 Tons.
One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. Passengers can return to Hongkong or Vice Versa by the Companies' direct steamers "Lianan" and "Saiu." These vessels have Superior Cabin Accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.
Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
HOTEL MANSIONS, (FIRST FLOOR),
opposite the Blake Pier.

Hotels.

HONGKONG HOTEL

FIRST CLASS AND UP-TO-DATE.

Hongkong, 5th February, 1909.

ASTOR HOUSE

(LATE CONNAUGHT HOTEL.)

QUEEN'S ROAD, HONGKONG.

CENTRALLY situated, up-to-date Hotel. Recently renovated, and under entirely New Management. Large and Comfortable Rooms, Excellent Cuisine under the supervision of an Experienced FRENCH CHEF, and separate Tables, Hot and Cold Baths, Electric Light throughout. Terms moderate. First Class accommodation for Families and Tourists.

Under Personal Supervision of
L. GAMEAU, N. BEUMENTHAL,
Proprietor. Manager.
Telephone, 190. Telegrams "Astors."



THE "REMINGTON" TYPEWRITER

Is not the cheapest when purchased, but it is the cheapest in the long run, as is proved by the fact, that the number of Remingtons sold annually is vastly greater than that of any other make.
It has always been and is to-day the recognised leader among writing machines.
It does the best work and keeps doing it for the longest time.
CAUTION.—Beware of skillfully renovated old Remingtons, sometimes put up in original packing, which are on the market just now. They are offered at low prices and apparently new, but in reality quite worn out and valueless.
SOLE AGENTS FOR HONGKONG AND CANTON,
SIEMSEN & CO.
(Machinery Dept.)

Intimation.

Wm. Powell, Ltd.,

GENTLEMEN'S OUTFITTERS

NEW GOODS

SOFT DRESS

SHIRTS

VERY LIGHT WEIGHT PERFECT FITTING.

NEW

GELNETT

UNDERWEAR

COOL

SAFE

DURABLE

BATH

ROBES

LARGE ASSORTMENT.

NECKWEAR

Exclusive Designs

Specially Selected.

ART SHADES

IN

CREPE DE CHINE

IRISH POPLIN, ETC.

EVERYTHING

FOR

GENT'S WEAR.

W.M. POWELL, LTD.

28, Queen's Road.

(Opposite Clock Tower.)

Public Company

GREEN ISLAND CEMENT COMPANY, LIMITED.

AN INTERIM DIVIDEND OF FIFTEEN CENTS per Share for the Six Months ending 30th of June, 1910, will be payable on the 15th day of September 1910, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from the 1st to the 15th day of September, 1910, both days inclusive.

SHEWAN, TOMES & Co., General Managers.
Hongkong, 26th August, 1910.

Auctions.

PUBLIC AUCTION OF SUPERIOR WINES AND SPIRITS.

THE Undersigned has received instructions to sell by PUBLIC AUCTION,

on SATURDAY, the 3rd September, 1910, at 11 A.M., at his Sales Rooms, Duddell Street,

A LARGE QUANTITY OF EXCELLENT WINES AND SPIRITS, comprising—

BURGUNDY, PORT, FERRY, CHAMPAGNE, COGNAC, CLARET, BRANDY, WHISKY, &c., &c., &c.

ALSO GUINNESS STOUT, HAMMONIA BEER, TETLITZ and ROSBACH WATERS, &c.

N.B.—The above are from well-known firms as Sandeman, John Foston, Gosses, Uys, United Vineyards, Proprietors, Co., Miguel de Souza, Gaudes, August, Fils, Adolphe, Seward, Aug. Wehr, Tarnbach, Hills and Underwood, James Martin, John Dewar, G. H. Mumm, Paul Deville, &c., &c., &c.

TERMS—Cash on delivery. For full particulars, apply to GEO. P. LAMMERT, Auctioneer, Hongkong, 25th August, 1910.

PUBLIC AUCTION

VALUABLE LEASEHOLD PROPERTY.

THE Undersigned will sell by PUBLIC AUCTION, on THURSDAY, the 8th September, 1910, at 12 o'clock (Noon), at his Sales Rooms, Duddell Street,

IN ONE LOT, All those Pieces of Land of the Government situated at Kowloon Point and registered in the Land Office respectively as THE REMAINING PORTION OF SECTION "A" OF KOWLOON INLAND LOT NO. 41, and THE REMAINING PORTION OF SECTION "B" OF KOWLOON INLAND LOT NO. 41, with the European Dwelling House thereon known as "GLENTHORPE," Kimberley Road.

The Property is held for the residue of the term of 75 years from the 24th June, 1888, created by the Crown Lease of Kowloon Island Lot No. 41.

Total Area: 6,788 square feet. Total annual Crown Rent \$128.32.

For further particulars, Conditions of Sale and inspection of plans, apply to GEO. P. LAMMERT, Auctioneer, Hongkong, 25th August, 1910.

For Sale.

FOR SALE

AT GRACA & CO. 27, DES VEXES ROAD.

ASIATIC POSTAGE STAMPS and VIEW POST CARDS.

Stamps in Sets, Packets, Bags and Single Assortment of Stamps and Post Card Albums.

Postage Stamp Catalogues for 1910. Stock Books, Duplicate Pocket Books, Transparent Envelopes.

Tweezers, Magnifying Glasses, Perforation Gauge.

Novels, Books for parlour and household use. Toy Books for Children.

Prayer Books, Religious Pictures, Pendants, Medals, Statuettes, Flower Seeds, Relief Scraps and Scrap Albums.

MANILA CIGAR AND CIGARETTES. &c., &c., &c. Inspection invited, Hongkong, 12th January, 1910.

LEE YEE

HAIR DRESSING SALOON

HAS ALVANI ON H. RD CIGARS, CIGARETTES

AND TOILET REQUISITES

FOR SALE 17, D'ARVILLE STREET, HONGKONG.

Wangshun, 1st September, 1910.

HUNG ON & CO., SHOW ROOM AND STORE at the Premises formerly occupied by A CHIE & CO., 17A, QUEEN'S ROAD CENTRAL.

GENEPAU UPHOLSTERERS AND FURNITURE IMPORTERS AND MAKERS.

CROCKERY, Cutlery, Electric and Silver Plated, Glass and Iron Ware of all descriptions, always on hand, for sale or on hire at moderate rates.

Hongkong, 1st June, 1910.

GREAT BRITAIN, 1187 AND CHINA.

We reproduce this morning the second instalment of Sir Francis Younghusband's most illuminating survey in *The Times* of the recent history of Tibet; and while it goes without saying that the writer's conclusions will be discounted in some quarters on the usual charge of militarism, the plain man may well be grateful for so clear an exposure of an extremely obscure situation. Of course the practical effect of Sir Francis Younghusband's suggestions, as will eventually be seen, is the very reverse of militarist. From first to last his object is to bring peace to Tibet not a sword; and here it may be said that his description of the manner in which China has gradually insinuated herself between Tibet and Great Britain, is amply supported by Sir Sven Hedin, who can speak on the personal authority of conversations with many Tibetans, not only in his recent book "Trans-Himalaya" but also in an article contributed to the *Contemporary Review* about the same time as Sir Francis Younghusband's writing in *The Times*. With regard to the benefits derived by China from the work done for her by Great Britain, which China should have done for herself, Sir Sven Hedin writes: "What is now the political situation for the English in India is a consequence of the latest events in Tibet? Lord Morley has explained that all the frontier authorities immediately got orders 'to maintain an attitude of strict neutrality.' The English now play the same part as onlookers as the Chinese did during Younghusband's expedition. Only they have exchanged parts. Then the English showed great and unswerving energy, while the Chinese, with an imperious Eastern calm, smiled and did not move a finger. At present the English sit with folded arms, but they have no reason to smile." According to this writer Great Britain can now only interfere actively in Tibet

AT THE PRICE OF A WAR with China, and the latter knows full well that "no English Government will enter upon such an adventure except in a case of extreme necessity."

The account given by Sir Francis Younghusband of the gradual steps, not one of which seemed alone to be worth the trouble of a decisive protest, whereby China has brought matters to their present pass, is very admirably fitted in the outlines already traced by many fragmentary pieces of information which have reached us from time to time in recent years of China's forward policy in Tibet. To begin with, we have the story of China's proposal to pay off

THE TIBETAN INDEMNITY of twenty-five lakhs of rupees, out of commission for Tibetan poverty. This particular proposal was refused. But when the Chinese Government succeeded in persuading the Tibetans that the indemnity was a question for settlement between itself and Great Britain, Lord Morley, Secretary for India, expressed the opinion that "direct payment by China could not be refused by us" after the conclusion of the Adhesions Treaty. Eventually China succeeded in obtaining permission to pay off the indemnity in the time and manner that best suited her own game. With this business thus triumphantly cleared up, she turned her attention to the business of persuading the British Government to evacuate

THE CHENBI VALLEY on the ground that Tibet had fulfilled the necessary conditions by "faithfully complying with the Treaty in every respect." Once again the Secretary of State for India accepted the plea, it removed as it was from representing the actual state of affairs; and Tibet lay open for the completion by China of the policy thus brilliantly inaugurated. No one in Peking would appear to have been deceived as to the true meaning of the appointment of Ailingzi, the Chinese official, of Szechuan, as Resident in Lhasa. But the choice of so important an officer to such a post, however unprecedented, was clearly one with which no outside Power could justly interfere. The subsequent history of Tibet culminating in the

FLIGHT OF THE DALAI LAMA is too recent to need repetition; but it may be too late to mark the first serious mistake that China has committed in an otherwise singularly skilful undertaking. She had acquired a feeble and absolute predominance in Tibet, without one transgression of treaty. But in setting to work to consolidate her power, she has committed two grave errors; one, in alienating the Tibetans by deposition of the ecclesiastical whom their whole religion teaches them to regard as inviolable; the other, in drawing upon their actions the attentions of the world.

The point on which emphasis is chiefly laid by Sir Francis Younghusband is that the attitude of Great Britain towards Tibetans in the past virtually demands that we should exert ourselves for their protection in the future. "Perhaps it is only those who have actually fought with a semi-civilized people who acutely feel the need of subsequently protecting them. To leave them in isolation, to be indifferent to their concerns, seems a cruelly inhuman attitude."

A LAMENTABLE APPEAL for help from Tibetan sources has recently been published in *The Times* accompanied by details of Chinese atrocities in Tibet. "Civilization," we read, "is driving the devoted Tibet to become a wretched slave; and while such documents may be read with a certain awe, there would appear to be evidence for believing that the traditional exclusiveness of the Tibetans towards foreigners is by no means now of their own choice. In the early part of the present year solemn assurances were given by the Dalai Lama that there was no foundation for the reports of China's intention to convert Tibet into a Chinese province, but it must be confessed that the protestation ill accords with what is known of the actions of the Chinese Ambassadors. Up to a certain point, Great Britain has neither the interest nor the inclination

to interfere with the exercise of China's sovereignty over Tibet; but the world demands some definition before the principle can be accepted. In the past, as Sir Francis Younghusband shows,

THE MUTUAL JEALOUSIES of Great Britain and Russia have merely responded to the advantage of China. Those days are happily past, and hence the appeal for an agreement between the two Western Powers, similar to that regarding Persia, which should guarantee the security of Tibetans without violation of their territory or offence to China's lawful rights. Failing this, it is to be hoped that there will be no slackening of the demand formulated by Sir Edward Grey that such Tibetan Government shall be prevented at Lhasa as may be dealt with by Great Britain according to treaty. Even for this minimum requirement the prospect is not bright. Discussions of the Tibetan situation in Parliament allow us little more than the melancholy satisfaction of giving the lie to the reports of a British invasion of Tibet, of which the Chinese press is so prolific.—N.C.D. News.

BABY BURIED ALIVE BY HER NURSE.

ACT OF A CRAZY WOMAN.

Seattle, July 22nd.

Painting the face and body of Gladys, the baby daughter of Mrs. James Freeburn, of 6513 Greenwood Place, with a mixture of phosphorus and red paint, Miss Margaret McCarthy, a trained nurse, in a fit of insanity, buried the child under a mound of sand, and when, nearly an hour later the mother of the child and neighbor appeared on the scene, the demented nurse, with hair hanging down her back and eyes snapping, was discovered stalking about near the buried baby shouting out: "Make way for the Goddess Diana."

The baby was rescued alive from the sand heap and Miss McCarthy was taken to the city hospital and later appeared before an insanity commission. It was found upon examination that she is Diana and that the child was the "Angel of Fire." According to the examining physicians, the nurse is suffering from a mild form of insanity and will be taken to the asylum at Stellacom either to-day or to-morrow.

Although the occurrence took place last Thursday afternoon, the real proceeding that led up to the capture of Miss McCarthy did not come out until yesterday afternoon. Miss McCarthy was employed by Mrs. Freeburn two weeks ago to look after the needs of the baby girl. Although it was found yesterday that the demented nurse has been an inmate of an asylum before, this fact was, of course, unknown to Mr. Freeburn.

Nothing unusual was noticed in the conduct of Miss McCarthy until the day she was discovered on the sand dune with the buried baby. Mrs. Freeburn told her to take the child out for a while last Thursday and allow it to play in the sand. The nurse and baby were gone for more than an hour. When they did not return after that length of time Mrs. Freeburn started in search of the two.

On her way to the sand pile, which is located a short distance from the house, the met some neighbors who informed her that her nurse was acting strangely. Hurrying to the sand pile she found Miss McCarthy, her hair down and flying in the wind, her arms folded across her breast and her head held high, pacing about a mound of sand crying out her weird plaint to the Olympics.

When the sand pile moved slightly Mrs. Freeburn made a rush for it and rescued her baby girl, the ruby tint of whose face and body caused the mother to stand back agast. When the police were summoned Miss McCarthy made no resistance but went quietly with them.

At the examination last Monday before the insanity commissioners Dr. W. C. Woodward asked her who she was and why she buried the baby in the sand.

"I am the Goddess Diana," cried out the woman, "I am imbued with that Western spirit which says 'Look every man in the face and tell him to go to hell.'"

At this juncture the woman aimed a straight arm jab at Dr. Woodward, and but for a clever side step on the part of the medic the latter would to-day have been wearing a tilted optic. The woman was asked why she buried the baby in the sand.

"Well, I don't know," she said. "Mrs. Freeburn asked me to take the baby out and play in the sand, and I guess the child got in too deep."

Miss McCarthy would say nothing regarding the artistic effects made upon the child's body. According to attending physicians, the child is suffering from phosphorus poisoning. It is impossible to ascertain whether this will result seriously or not. It is thought that the baby may have taken some of the phosphorus in her mouth. The child is at home at present, greatly suffering from the experience.

Intimations

DIOCESAN SCHOOL & ORPHANAGE.

SCHOOL will RE-OPEN on THURSDAY MORNING, 1st September.

For Terms for Boarders or Day Scholars, apply to THE HEADMASTER.

Hongkong, 27th August, 1910.

THE HONGKONG CIVIL SERVICE CO-OPERATIVE SOCIETY, LTD.

IT is hereby notified that Mr. D. B. VINCENT is appointed MANAGER of the above Society's Store from this date in place of Mr. H. S. MARKHAM.

A CHAPMAN, Chairman of Directors, Hongkong, 29th August, 1910.

THE BRITISH FOREIGN IMPORT & EXPORT COMPANY, Central Building, Liverpool, England, is prepared to receive consignments of Local Produce on best terms.

HONGKONG AVERAGE MARKET PRICES.

Corrected 25th August, 1910, 200 cts. per 5 Ma.

BUTCHER MEAT.

Beef side and prime cut—Mei Lung Pa 20

" Corned—Ham Ngau Yuk 22

" Roast—Shiu 22

" Breast—Ngau Lam 25

" Soup, Tong Yuk 20

" Steak—Ngau Yuk Pa 20

" " Side—Ngau Lau 20

" Sausages—Ngau Yuk Chang 20

" Bollocks—Brains—Know 20

" Tongue fresh—Ngau Li 20

" " Corned—Ham Ngau Li 20

" Head—Ngau Tau 20

" Heart—Ngau Sum 20

" Hump, Salt—Ngau Kin 20

" Feet—Ngau Kook 20

" Kidneys—Ngau Yik 20

" Tail—Ngau Mei 20

" Liver—Ngau Con 20

" Tripe (addressed)—Ngau To 20

" Calves' Head and Feet—Ngau Chai 20

" Mutton Chop—Young Pal Kwai 20

" Leg—Young Pal 20

" Shoulder—Young Shan 20

" Pig's Chittlings—Chai Cheong 20

" Brains—Chai Kook 20

" Feet—Chai Kook 20

" Fry—Chai Chai 20

" Head—Chai Tau 20

" Heart—Chai Sum 20

" Kidneys—Chai Yik 20

" Liver—Chai Con 20

" Pork Chop—Chai Pal Kwai 20

" Corned—Ham Chai Yuk 20

" Leg—Chai Pal 20

" Fat or Lard—Chai Yau 20

" Sheep's Head and Feet—Young Tau 20

" Kook 20

" Heart—Young Sum 20

" Kidneys—Young Yik 20

" Liver—Young Con 20

CENTS.

Shank—Sa Yu 10

Skate—Po Yu 10

Shrimps—Ha 24

Snappers—Lap Yu 26

Soles—Tat Sa Yu 20

Tench—Wan Yu 18

Turbot—Chu How Yu 22

Turtles, small, fresh water—Kook Yu 56

White Bait—Ngau Yu Chai 20

FRUITS.

Almond—Hong Yau 25

Apple, (California)—Kam San Ping 22

" (Chafoo)—Tin Chum Ping 10

" Small—Hoi Tong 7

" Oustard—Fan Lai Chai 5

Bananas, fragrant, Canton—Sang Sheung 3

" (bitter), Macao—San Hing Chai 5

Cherries, Chinese—Fong Lai 22

Cherries—Young Tau 22

Cocoanuts—Yeh Tai 20

Grapes—San Tai Tsai 20

Lemons, China—Ning Moon 7

" Amar—Kam San Ning Moon 6

Licenses, Small Stone—Lai Chai 25

" Fresh, Lai Chai 25

Limes, (Salon)—Sal Kung Nig 5

" Moong 5

Mango, Manila—Lai Sung Moong 5

Mango, Saigon—Sal Kung Moong 5

Mangosteens, San Onk Tai per doz 5

Oranges, Tin Chum 5

" Small—Tat Kut 5

" Mandarin—Tin Kut 5

Olives—Pak Lam 5

Passion Fruit 5

Pears, (American)—Kam San Shut Li 14

" (Canton), Cooking—Sa Li 7

Peanuts—Fa Sang 10

Perlimmons, Large—Hung Chai 8

Pine-apples, 1st quality—Sheng Poon 10

" 2nd quality—Sheng Poon 10

Paw-law 10

Paw-law 10

Platales—Tat Chai 5

Pineapple, Swatow—Hung Lai 5

Pineapple, Siam—Chin Lo Yau 10

Walnuts, Hop Ton 12

" Green—Sang Hop Ton 7

Shanghai Lo Kwai 5

VEGETABLES, &c.

Artichokes, Shanghai—Sheng Hoi Ah 10

" Chai Chai 10

Beans, (French) Macao—Oh Moon 16

Beans, (French), Shanghai—Sheng Hoi 8

" Pin Tau 8

Beans, Sprout—Ah Chai 8

Beans, Long—Tat Kok 8

Beet Root—Hung Chai 5

Brinjals, Green—Chung Yau 4

Brinjals, Red—Hung Kai 4

Bamboo Shoots—Chook Shan 10

Cabbage, Chinese, com.—Kai Chai 3

Intimation.



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LIMITED.

ESTABLISHED A.D. 1841.

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Whiskies distilled in Scotland

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BRAND

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in PINS and SPLITS.

A. S. WATSON & CO.,
LIMITED.

ALEXANDRA BUILDINGS,

Hongkong, 7th July 1910.

NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 11, The House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

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The postage on the weekly issue to any part of the world is 30 cents per annum.

Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

DEATH.

MARSHALL.—On August 31st, at the Peak Hospital, ARCHIBALD MILLER MARSHALL, aged 31.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, AUGUST 31, 1910.

THE HARBOUR TUNNEL SCHEME.

For many years past the subject of bridging or tunnelling the Harbour so as to give a permanent solid connection between Hongkong and Kowloon has been brought under public discussion. During the water famine of 1902, the matter received more than usual attention and many were the schemes propounded for solving the difficulty and securing a supply of water for needy Hongkong by tapping the ample resources of the Kowloon high lands and at the same time erecting a permanent way of communication between the Island and the Peninsula. One scheme proposed the laying down of water mains on the bed of the Harbour, but that had to be abandoned in theory as impracticable. In the end, public favour seemed to be divided between bridging or tunnelling as a means to effect the required connecting link. Against the bridge scheme there were a good many objections to be urged. In the first place, it was going to split the Harbour in two and even if a swing bridge were to be provided for passage through the Harbour would be impracticable at an end. Of course, this would not much affect large shipping, which

even now often leaves the Harbour by the way that it came in, preferring to go round the Island rather than traverse the crowded fairway. The loss of time thus occasioned is infinitesimal. Then came the proposal of a tunnel. In this embryo scheme the greatest possible interest was evinced by our late Harbour Master, Captain Murray Rumsey, R.N. He was a thorough believer in the tunnelling project and strongly advised the Government that when the day came—as it inevitably must come—for some direct means of communication to be set up between Hongkong and the mainland, they should adopt tunnelling in preference to bridging. So great, indeed, was his enthusiasm in this matter, that on the occasion of the Harbour Master's departure from the Colony in 1903, the Officer Administering the Government, Mr. (now Sir Henry) May, referred to it in his farewell speech at the Legislative Council, saying that if ever the tunnel took concrete form it might well be named after Mr. Murray Rumsey and called the Rumsey Tunnel. In this connection, it is interesting to note that in Sydney there is at present under serious consideration a scheme for tunnelling the Harbour from Moore Street, via Fort Macquarie and Kirribilli Point, to Lavender Bay, in order to afford railway communication between the city and North Sydney. This undertaking is far more formidable than would be the tunnelling of Hongkong Harbour, yet it seems to meet with the approval of the Public Works Committee and will in all probability be carried out in preference to the alternative plan for constructing a bridge across the water expanse. In these latter days, subsequent tunnelling presents as few engineering difficulties as does bridge building. When one or the other requires to be done in the interests of any community, the only question involved is that of expediency: which is the better? Roughly speaking, it may be said that the cost in each case would be almost identical. The estimate of the work adopted by the Royal Commission on communication between Sydney and North Sydney was £750,000. The City Chief Engineer, in placing his scheme before the Public Works Committee in Sydney, said that it provided for four lifts to carry 60 people each; thus 240 persons could travel in each up and down movement. Passengers would also have an alternative route to get to the street level; a stairway would be provided for a portion of the 40-ft. depth, and the rest of the way would consist of a subway gradually emerging into the street. Were the tunnelling project adopted in Hongkong, a somewhat similar system of lifts, stairs, and inclined 'exits' would no doubt be provided for. To some people the mere idea of a tunnel reaching from Hongkong to Kowloon appears to be the figment of a fanciful imagination. On the contrary, we believe that the time is not far distant when some direct connecting footway will have to be established between the Island and Kowloon. Whether it shall be made by means of a tunnel or of a bridge remains a secret for the time being and depends upon expert report for its settlement. About the growing necessity for some such communication there can be no question. In typhoon weather such as we are having at present, all the available means of getting across the Harbour may be cut off at any moment, and the consequent inconveniences do not require to be enlarged upon. In a tunnel, risks could ply just as well as on a bridge. Another important consideration is that with a tunnel in existence, Hongkong would be placed beyond the recurrence of those dreadful periods of water famine from which she perennially suffers, for mains could be led across from reservoirs in the Kowloon hills where the water-collecting area is practically unlimited as compared with the restricted catchment on Hongkong Island. Again, a bridge or tunnel would solve the housing question and relieve the ever-increasing congestion that exists in the City of Victoria, where, practically, every foot of available land has been built upon, even to an encroachment upon the foreshores. And now that the new Kowloon to Canton Railway is nearing completion, it is more than ever desirable that a bridge or a tunnel should be provided, for the opening up of the New Territory would be vastly forwarded by the existence of such communication. With regard to ways and means, many similar undertakings—notably in London and Glasgow—have been made to pay for themselves by the imposition of a toll on each person making use of this convenience of travel. In Hongkong we might proceed on somewhat parallel lines until such time as the capital cost or a reasonable portion of it, had been liquidated.

A HARD CASE.

There are some of our Sanitary Board by-laws and regulations which appear to bear hardly upon certain classes in the community, and at their meeting yesterday, one instance of this was brought prominently to notice. This case need not be regarded for a moment as "the exception that proves the rule" for it is only one of many that come under the category of which we speak. In this instance a humble fat-boller from Sham-

shui applied for a licence for his premises at that village, the same being required under the offensive trades section of the by-laws. The licence was refused because the Assistant Medical Officer of Health had reported that the premises were unsuitable for fat-bolling purposes. It was stated by the President, Mr. Wolfe, that "the applicant had started fat-bolling there without permission, had been charged at the Police Court and fined either \$10 or \$25" (for so doing, presumably), "and told that if he wished to continue the business he must get a licence." Therefore this application. And now when the man comes forward to get his permit he is calmly informed that he cannot get one—not even a conditional one such as had been proposed, for the Crown Solicitor was of opinion that the Board could not grant a licence conditionally. As a fact the applicant had had his fat-bolling establishment on that particular place for many years, probably before the New Territory was acquired, and had never been notified to take out a licence before being fined at the Police Court. Surely there is something wrong here—something rotten in the State of Denmark. The squatters who were found on the New Territory lands were not taken to the Police Court and fined before being told that they must pay Crown rent. There are cases pending still in which settlement has not been arrived at, yet the parties concerned are not haled to the Police Court and fined, and then told that they stand on an irregular footing. But, in this instance, the man was not only fined but dispossessed, without even the consolation of a provisional licence. The thing is preposterous. If such proceedings are possible under the regulations it is high time that these regulations were altered; and we are glad to see that Mr. Hooper counselled the Board to bring this matter before Government with a view to the granting of provisional licences in cases like this.

LOCAL AND GENERAL.

THE *Royal Arthur*, cruiser, was to leave Portsmouth for China on 6th inst. with relief.

CAPT. W. B. HALEY, R.G.A., has been transferred from Weymouth to Hongkong.

CAPT. A. M. COLLIER, R.G.A., who served at Plymouth some time since, has been appointed to Hongkong.

A NATIVE was fined \$15 at the Magistracy this morning for being in possession of a quantity of gross opium.

COMMANDER C. L. LAMBE has been appointed to the *Tamar*, additional, for the *Ullie*, in command, to date July 20.

THE following interim dividends have been declared: Consolidated Malay, one shilling, September 15, per cent.

THE directors of the Seremban Rubber Estate Co., Ltd., have declared an interim dividend of 3½ per cent, to be paid on the 31st inst.

MAJOR J. A. STEWART, Army Ordnance Department, Chief Ordnance Officer, London District, has been placed under orders for service in Hongkong.

LIEUTENANT C. R. S. BROMLEY, from the 15th Company Royal Garrison Artillery, at London-derry, has been appointed to the 23rd Company at Hongkong.

VITRIOL THROWING apparently exists in another form among the native population of the Colony. This morning, one of their number was sentenced to six months' hard labour for throwing kerosene oil on a Chinese woman.

THE general manager, F. M. S. railways, notifies that on and after October 1st, para rubber and guita percha will be charged at second class rate which is 1½ cents per pound per mile. The present rate is 2 cents.

THE Java government has authorized the Asiatic Petroleum Co. to recruit 33 Javanese coolies for manning the new oil works at Pulo Samud. They will be employed on the company's tank installation works at Bigan Luar in Province Wellesley.

A CHINESE was charged in the Police Court this morning with having in his possession a quantity of house-breaking implements and also refusing to answer questions. He was sentenced to one year's hard labour and four months' stocks.

A MARINE hawk was brought up at the Magistracy this morning on three charges of being in illegal possession of a quantity of prepared and compounded opium. A fine of \$10 each was imposed on two of the charges, while the defendant had to pay \$75 in respect of the third count.

THE total area under rubber in the F.M.S. at the end of 1909 was almost 20,000 acres, an increase of 18 per cent. The total area for the Peninsula was 28,000 acres, an increase of about 17 per cent in the acreage of the previous year. The output increased almost 100 per cent, the total yield being 6,613,473 lbs.

BEFORE the Chief Justice, Sir Francis Pigott, and Mr. Justice Hazlewood, Acting Puisne Judge, sitting as a Full Court this morning, the case was mentioned in which the I.O. Marine and Fire Insurance Company sued Hu Fung Shang to recover the sum of \$5,462.50, being as to \$5,000 money lent and the balance for interest thereon. The Chief Justice raised the point that if the sole owner of a property died, and after his death his family owned the property, were the members of the family as sole owners of such property partners by English law? He therefore directed the case to be argued further.

THE UNITED ASBESTOS ORIENTAL AGENCY, LTD.

ANNUAL MEETING.

The fourteenth annual general meeting of shareholders was held in the offices of Messrs. Dudgeon & Co., Ltd., Queen's Building, this afternoon, for the purpose of receiving the report of the general managers together with a statement of accounts to 31st May, 1910, and for the election of an auditor. Mr. G. H. Medhurst presided. Others present were:—Messrs. I. Ellis and C. R. Edwards (secretary).

The Secretary having read the notice convening the meeting.

The Chairman said:—Gentlemen,—I propose with your permission taking the report and accounts as read. Keeping in view the keen competition and general depression in trade, I trust you will consider the result of the year's working as satisfactory. I do not think the accounts call for explanation. The stock as usual has been very carefully taken and checked, and due allowance made for depreciation. I would mention that the amalgamation of Belts, Asbestos Co., Ltd., London, with the United Asbestos Co., Ltd., London, has resulted in order to eliminate competition in the division of territory in the Far East between the Belts Asbestos Eastern Agency, Ltd., and the United Asbestos Oriental Agency, Ltd., whereby the latter company become the sole representatives for the United Asbestos Co., Ltd., in Hongkong and South China, and I am hoping that this arrangement will lead to increased profits in the future.

There were no questions.

The Chairman moved the adoption of the report and accounts.

Mr. Ellis seconded.

Carried unanimously.

On the motion of the Chairman, seconded by Mr. Ellis, Mr. W. Hutton Potts was re-elected auditor.

The Chairman:—That is all the business of the meeting, gentlemen. Dividend warrants can be had on application.

The meeting then terminated.

A QUESTION OF ESTOPPEL.

FULL COURT DECLINES TO GRANT PEREMPTORY ORDER.

Before the Chief Justice, Sir Francis Pigott, and Mr. Justice Hazlewood, Acting Puisne Judge, sitting as a Full Court in its Appellate Jurisdiction this morning, the case again came on in which the Imperial Bank of China is the plaintiff and Leung Shiu Kong the defendant. Mr. M. W. Slade, K.C., appeared for the Bank, while Mr. C. G. Alabaster represented the defendant.

At the commencement of proceedings, argument arose on the question of an estoppel. Mr. Slade submitted that even assuming that they had at any time waived their right of interest, they would still be entitled to enforce their right in the event of their changing their mind.

The Chief Justice said it was doubtful whether the Court had power to grant a peremptory order.

Mr. Slade explained that he did not ask for a new peremptory order but merely one to confirm the old order and enforce it.

Mr. Alabaster contended that there were three grounds on which the respondent was bound to fail. The first point was that they complied with the order of the Registrar. The point had already been fully dealt with and he would not re-argue it. The second point was the ordinary question of estoppel and the third point was that the other side could waive and did waive their right of interest.

After further discussion, judgment was reserved.

A MUTINY broke out on board the Norwegian ship *Nafana* at Sourabaya, on August 15. The mutineers sought to kill the master, Captain Christensen, but he received timely warning and shut himself in his cabin while the chief officer went for the police who arrested all the mutineers.

When the steamer *Nam Tung* came up-river yesterday afternoon, says the *Siam Observer*, of August 17, she was gaily belleted with bunting from stem to stern. It seems that the vessel was that it was the hundredth passage between Singapore and Bangkok of the popular skipper, Captain Hirsch, who celebrated the occasion in the usual manner.

THE arrival of paddy from up-country are very slow owing to there not being a sufficiency of water, says a Bangkok paper. In consequence prices have kept very high. The Hongkong and Singapore markets are very easy and shipments from Bangkok are somewhat slow, particularly in the case of Hongkong. There is no change in the home market.

THE *Java Times* records the death of Mr. E. G. Weston, Orange, who came out three months ago to join the Hongkong and Shanghai Bank at Sourabaya. From the time of his arrival in Java, Mr. Weston had been ill. The climate did not seem to suit him, and a fortnight ago he went to Weltevreden for change and treatment, being the guest of Mr. Nicholson, the local manager of the bank, at Koningplein.

SUNDAY rest is not honoured as an institution in Java. The Governor-General intends to mend matters by circulating the officials for information about the Sunday work done in various Government departments, especially in the postal, telephone, telegraph, excise, and customs services. The Governor-General has directed that all Government offices shall be closed on Sundays, except in highly exceptional cases.

A CORRESPONDENT of the *Salop Observer*, who has just paid Hongkong a visit, comments sharply on the forwardness, uppishness, and impudence of the Chinese there generally, which he takes to be a proof of British failure to firm government. He counsels Britons to take lessons from India China, where the British Government knows how not only to put the Chinaman in his proper place, but also keep him there.

MILITARY FUNERAL.

LATE GUNNER A. M. MARSHALL.

The Hongkong Volunteer Corps has lost a good man and its members a popular comrade in Gunner A. M. Marshall of the No. 2 Company, who passed away at two o'clock this morning at the Peak Hospital. Deceased had been ill for the past six weeks and the cause of death was due to abscess in the liver. He leaves two sisters at home to mourn his loss.

The late Mr. Marshall had been in the service of the China and Japan Telephone Co., as assistant manager, and was a member of the Volunteer Corps for the last three and a half years. A Volunteer funeral was accorded deceased this afternoon and was largely attended by the members of the H. K. V. C. Among those present were Colonel A. Chipman and Officers of the Corps. The firing party was composed of men of the No. 2 Company, to which the late Gunner Marshall belonged. The Band of the Buffs was also in attendance and headed the cortege from the Mount. The gun carriage was drawn by comrades of the deceased.

LEGISLATIVE COUNCIL.

A meeting of the Legislative Council will be held at 2.30 p.m. to-morrow.

BUSINESS.

Financial Minutes. (Nos. 67 to 72)

Report of the Finance Committee. (No. 10).

For Mr. M. Stew. it will ask:—

1. Is it the case that, on the 16th instant, a respectable Chinese, in possession of a small quantity of a certain medicated malt-extract, was arrested and taken to the Harbour Office, and there detained until the importing firm, from whom he had purchased it, was able to produce a letter from the Superintendent of Imports and Exports, saying that the said extract was not dutiable?

2. Will the Government direct that all revenue officers armed with powers of arrest shall be kept informed of the decisions of the Superintendent of Imports and Exports, as to what liquors are dutiable and what are not?

Will the Government direct that in the event of any new decision to impose duty, or in case of a decision to exempt being reversed, commitments entered into previously shall be unaffected?

ORDERS OF THE DAY.

First reading of a Bill entitled An Ordinance to provide for the formation of a Volunteer Reserve.

First reading of a Bill entitled An Ordinance to amend the Pharmacy Amendment Ordinance, 1909.

First reading of a Bill entitled An Ordinance to amend the Malicious Damage Amendment Ordinance, 1910.

First reading of a Bill entitled An Ordinance to further amend the Law relating to Dangerous Goods.

Second reading of the Bill entitled An Ordinance to amend the Magistrates Amendment Ordinance, 1913.

Second reading of the Bill entitled An Ordinance to secure the better training of M.d.w.s and to regulate their practice.

Second reading of the Bill entitled An Ordinance to amend the Kaitai Island Ordinance, 1898.

Committee on the Bill entitled An Ordinance to provide for the segregation and treatment of leprosy.

Second reading of the Bill entitled An Ordinance to amend the Tsimshian Ordinance, 1912.

C. CLEMENT,

Clerk of Council.

* Will not be proceeded with at this meeting.

THE PARTNERSHIP CASE.

APPLICATION FOR RETRIAL OF ACT ON.

Before the Chief Justice, Sir Francis Pigott, and Mr. Justice Hazlewood, Acting Puisne Judge, sitting as a Full Court this morning, Mr. M. W. Slade, K.C., instructed by Mr. W. B. Hild, of Messrs. Brutton and Hill, moved on behalf of Lai Chi Chin for an order that the verdict obtained under an issue to determine whether the defendant was a partner in the Choong Hing Steamship Company, late of 33, Bonham Strand, tried before the Chief Justice and a common jury on the 8th, 9th, 10th and 11th August and that the judgment obtained under such verdict be set aside and that a verdict be entered for the defendant under such issue or, in the alternative, for an order that a new trial be had between the parties or such other order as the Full Court may make, on the ground that the verdict was against the weight of the evidence. In the meantime, all further proceedings should be stayed. Mr. Eldon Potter, instructed by Mr. P. W. Goldring, of Messrs. Goldring, Barlow and McNeill, appeared for the respondent, Tang Woong Shi, the original plaintiff in the case.

Mr. Slade stated that that was an application for a new trial of the action in which a bare majority verdict was returned against the weight of the evidence. The jury found that the plaintiff was a partner in the Choong Hing Company by a majority of four to three. He would satisfy their Lordships that if three men had fully appreciated the evidence they would never have returned the verdict they did. The verdict must have been based on a misunderstanding. A majority verdict was under a very different footing from a unanimous verdict. At home it was necessary that the number of jurors should be twelve. In this Colony, the number required was only seven and the jury need not return a unanimous verdict. The question which the Court would have to decide was whether four out of seven was a sufficient majority. The widest possible power was given to the Courts at home in the matter of granting retrials. At this point, Counsel traced the history of the case and then proceeded to deal with the evidence which had been brought forward before the jury.

That he was not intended.

MOTION TO DISMISS ACTION.

AN APPELLANT WHO FAILED TO PUT UP SECURITY.

Before the Chief Justice, Sir Francis Pigott, and Mr. Justice Hazlewood, sitting as a Full Court this morning, Mr. Eldon Potter moved that the action in which Ng Tak Tong sued Wong Cheung Cho to recover the sum of \$5,000, amount due in connection with a partnership business, be dismissed with costs, on the ground of want of prosecution.

Mr. Slade raised a preliminary objection. He said that the matter was brought before the Court in July last. An order was made adjourning the hearing of the application for leave to appeal for a month, at the end of which period a date was to be fixed. The date had not yet been fixed.

Mr. Potter informed the Court that on the 4th of July last the plaintiff was ordered to give security on his making an application for leave to appeal. After judgment had been entered for the defendant. On the 10th of April, the applicant came on the hearing. The appellant had failed to find security, whereupon Counsel asked that the case be dismissed. He did not press the application but merely brought the matter before the Court. His Lordship decided to give the appellant a month under the circumstances. The money was said to be in Singapore and the appellant attempted to get the money from there. His Lordship decided to hear the matter in Chambers. He pressed the matter as long as he could and the matter was ultimately heard in Chambers.

Mr. Slade submitted that the motion was in direct opposition to his Lordship's order. The other side wanted to have the action dismissed when his client was in possession of securities.

Mr. Potter—This is the first time I hear of it. I understood that the security did not satisfy the Registrar.

Mr. Slade—The Registrar was quite satisfied with the security. We put up one security and they wanted two. That's the whole matter.

At this point, the Registrar was sent for and in answer to his Lordship stated that the security offered had not been deemed sufficiently strong, two securities were asked for.

The Chief Justice explained that in view of the Registrar's statement, he thought there was still time to find the second security. The order was that the application should be adjourned for a month, after which a date was to be fixed. No date had yet been fixed and therefore there was still time to find the second security.

Mr. Potter—I didn't understand the order in that way.

The Chief Justice—I am sorry you didn't.

Mr. Potter wished to know his position. Was this question of finding security going to drag on indefinitely?

The Chief Justice—Oh, no.

Mr. Slade said he had no wish to stop the case.

Mr. Potter—I would like to know my position.

The Chief Justice—Your position is that the question is still open before the Registrar on the mere decision of the second security.

His Lordship then dismissed the motion with costs.

Mr. Potter urged that costs should not be allowed, considering the way in which they had been treated. They never received a penny of their costs. The other side did not even condescend to reply to a communication which they had addressed to them, as much as to say that they could do their worst and they thought the only way they could do their worst was to make that application.

The Chief Justice said costs would be awarded to the appellant only.

The Court then made an order that security should be found during next week, failing which this action will be dismissed.

THE ORIENTAL HOTEL.

NEW MANAGER.

The proprietor of the Oriental Hotel has secured the services of Mr. J. H. Oxberry as manager. Mr. Oxberry, who takes over his new position from to-morrow, has been in the employ of the Hongkong Hotel for the last twenty years and during this time has rendered good service to his former employer and made himself popular among its patrons.

We congratulate Mr. Oxberry on his appointment and wish him success in his new sphere. Much improvement has been made throughout the Oriental Hotel. The main entrance, which is at present in Cuddell Street, will be changed to Queen's Road. New lavatories, etc., have been erected and the bathrooms are fitted in approved style. The new Annex, formerly the Nippon Club, has been thoroughly renovated and is furnished with first class furniture; it is lit throughout with electric light.

POLICE FUNERAL.

At Happy Valley, yesterday afternoon, the funeral took place of Police Constable 46 Gallagher, who died that morning in the Government Civil Hospital where he had been under treatment for some months. The obsequies were largely attended by members of the Police Force, among those present being Mr. King, assistant superintendent, and Chief Inspector Baker. P. O. Gallagher joined the Police Force about five years ago, and during that time he made many friends, his quiet unassuming nature being appreciated by all. He was only 35 years old. Before coming to Hongkong, he had been for some time in America, where while working in a laundry it is thought he contracted the pulmonary trouble that ultimately caused his death.

ZYFHOON WARNING.

The telegram quoted below was received from the Manila Observatory at the American Consulate-General at 12.15 p.m.

Manila, August 31, 1910.
Cyclone or typhoon over N. China, approaching W. Philippines.
Cyclone or typhoon F.M. of N. China, moving N.W.

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only line that maintains a Regular Schedule Service of 11 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS OCEAN TRAVEL.

Proposed sailings from Hongkong and St. John, N.B., &c. (Subject to alteration). Connecting with Royal Mail Atlantic Steamers.

From Hongkong.	From Quebec.
"EMPRESS OF INDIA" SATURDAY, SEPT. 17TH.	"ALLAN LINE" FRIDAY, OCT. 14TH.
"EMPRESS OF JAPAN" SATURDAY, OCT. 8TH.	"EMPRESS OF IRELAND" FRIDAY, NOV. 4TH.
"EMPRESS OF CHINA" SATURDAY, OCT. 29TH.	"ALLAN LINE" FRIDAY, NOV. 15TH.
"MONTEAGLE" TUESDAY, NOV. 2TH.	
"EMPRESS OF INDIA" SATURDAY, NOV. 19TH.	From St. John.
"EMPRESS OF JAPAN" SATURDAY, DEC. 17TH.	"EMPRESS OF BRITAIN" FRIDAY, DEC. 16TH.
	"ALLAN LINE" FRIDAY, JAN. 13TH.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. or Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal ports in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line) 100/10/10.

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Militaries, Members of the Navy, Military, Diplomatic, and Consular Services, European Civil Service Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families. Full particulars on application to Agents.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port 100/10/10.

Via New York 100/10/10.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

D. W. GRADDOCK, General Traffic Agent, Corner Pedder Street and Praya (Opposite Blake Pier).

(15)

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION)

For	Steamship	On
SHANGHAI	CHONGSANG	THURSDAY, 1st Sept., Noon.
TIENSIN via SWATOW, TSINGTAU, WEIHAIWEI & CHEFOO.	CHONGSANG	FRIDAY, 2nd Sept., Noon.
MANILA	LOONGSANG	FRIDAY, 2nd Sept., 4 P.M.
MANILA	YUENSANG	FRIDAY, 9th Sept., 4 P.M.
SHANGHAI, KOBE & MOJI	YUENSANG	MONDAY, 12th Sept., Noon.
SINGAPORE, PENANG & CALCUTTA	POOKSANG	WEDNESDAY, 14th Sept., Noon.

RETURN TOURS TO JAPAN (Occurring 14 Days).

The steamer *Chong Sang*, *Loong Sang* and *Pook Sang* leave about every 3 weeks for Shanghai and return via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Kaitai, Lahad, Dair, Simporna, Tawao, Usukan, Jersellon and Labuan.

For Freight or Passage, apply to

JARDINE MATHESON & CO., LD., General Managers.

Telephone No. 215. Hongkong, 31st August, 1910.

(8)

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail.
HAIPHONG	"SINGAN"	1st Sept., Noon.
MANILA, ZAMBOANGA & AUSTRALIA.	"TAIYUAN"	1st " 4 P.M.
SHANGHAI	"CHENAN"	1st " 4 P.M.
LOILO & CEBU	"KAIPONG"	2nd " 4 P.M.
AMOY, NINGPO & SHANGHAI	"KASHING"	2nd " 4 P.M.
CHEFOO & NEWCHANG	"NAKONGA"	6th " 4 P.M.
LOILO & ORBU via AMOY	"SUNGKIANG"	6th " 4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANDI."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A daily qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA-TWINSOREW STEAMERS and TIENSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SOREW STEAMERS (*Anhui*, *Chonan*, *Linan*, *Chinshu*)

with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon. Leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

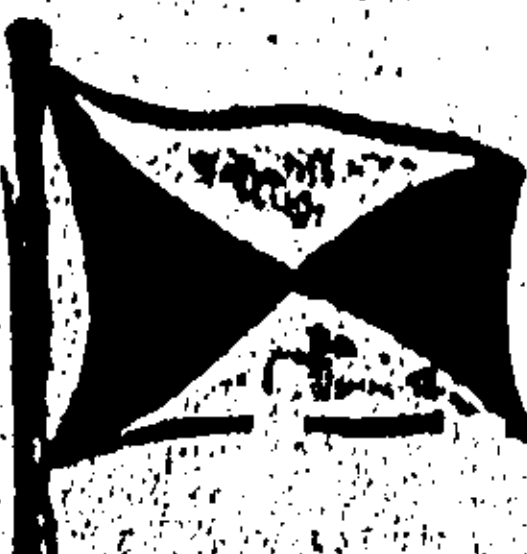
Fares:—\$45 single, \$80 return.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 95. Hongkong, 31st August, 1910.

(9)



HONGKONG—MANILA.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Date.
LAIRNO	1540	A. Fraser	MANILA	SATURDAY, 3rd Sept., at Noon.
ADRI	1540	R. Rodger	"	SATURDAY, 10th Sept., at Noon.

For Freight or Passage, apply to

SHEWAN TOMES & CO., GENERAL MANAGERS.

Telephone No. 110. Hongkong, 31st August, 1910.

(10)

Shipping—Steamers.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	G. Tonnage	Leaves
VICTORIA, B.C. & TACOMA V. KEELUNG, MOJI, KOBE AND YOKOHAMA	"TACOMA MARU" Capt. H. Yamamoto	6,178	WEDNESDAY, 7th Sept., at Noon.
VICTORIA, B.C. & TACOMA V. MOJI, KOBE AND YOKO- HAMA	"PAMAMA MARU" Capt. T. Ogata	6,059	WEDNESDAY, 21st Sept., at Noon.

The Co.'s newly built steamers have fast speed. Superior accommodation for steering passengers directed AMIDSHIP. A limited number of Cabin passengers carried at low rates. First adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For	Steamers	Leaves
SHANGHAI via SWATOW, AMOY and FOOSHOW	"CHOSHUN MARU" Captain T. Soruga	THURSDAY, 1st Sept., at Noon.
TAMSUI via SWATOW and AMOY	"DAIJIN MARU" Y. Kaburaki	SUNDAY, 4th Sept., at 10 A.M.

SPECIAL REDUCTION of 20% will be allowed to 1st and 2nd Class Passengers to FOOSHOW during the two months of August and September, 1910.

CHEAPEST THROUGH PASSAGE to NANKING, in connection with The Nishin Kisen Kaisha's steamers at Shanghai, for THE NANKING EXPOSITION.

HONGKONG-NANKING, RETURN.

1st Class.	2nd Class.	3rd Class.
\$73.00	\$55.00	\$27.00

1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking.

Fast speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "CHOSHUN MARU" and "BUJUN MARU".

First class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 29th August, 1910.

T. ARIMA, Manager.

(6)

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES. 1909
MARSEILLES, LONDON AND ANTWERP via SINGAPORE, PENANG, COLOMBO AND PORT SAID	MIYASAKI MARU, Capt. F. Murai, Tons 9000 KANAGAWA MARU, Capt. O. H. Butler, Tons 7000 KIYAWA MARU, Capt. F. E. Cope, Tons 9000	WEDNESDAY, 14th Sept., at Daylight THURSDAY, 8th Sept., at 5 P.M. WEDNESDAY, 28th Sept., at Daylight
VICTORIA, B.C. & SEATTLE	SADOMARU, Capt. Horiuchi, Tons 7000	SATURDAY, 10th Sept. From KOBE
VICTORIA, B.C. & SEATTLE V. KEELUNG, SHANGHAI, MOJI, KOBE YOKKAICHI, SHIMIZU & YOKOHAMA	AWA MARU, Capt. S. Ishikawa, 1000 Tons INABA MARU, Capt. K. Kawa, Tons 7000	TUESDAY, 13th Sept., at 4 P.M. TUESDAY, 11th Oct., at Noon.
SYDNEY AND MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	KUMANO MARU, Capt. M. Winkler, Tons 6000 YAWATA MARU, Capt. T. Sekino, Tons 5000	FRIDAY, 2nd Sept., at Noon. FRIDAY, 30th Sept., at Noon.
BOHAY, via SINGAPORE AND COLOMBO	COLOMBO MARU, Capt. E. Combes, Tons 5000	TUESDAY, 6th September.
SHANGHAI, MOJI & KOBE	CEYLON MARU, Capt. Fred. Pyne, Tons 6000	WEDNESDAY, 14th September.
NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU, Capt. M. Yagi, Tons 6000	WEDNESDAY, 28th Sept., at Noon.
KOBE and YOKOHAMA	JOYO MARU, Capt. R. Takada, Tons 7000	THURSDAY, 1st Sept., at 5 P.M.

CHEAPEST SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

COMMENCING AKI MARU 30TH MAY, ENDING 30TH SEPTEMBER, 1910.

Special Excursion Tickets (1st & 2nd class) available for 3 months.

YOKOHAMA RETURN, KOBE RETURN, MOJI RETURN, NAGASAKI RETURN.

1st Class.....	\$120	\$110	\$100	\$90
2nd ".....	\$ 80	\$ 70	\$ 60	\$ 50

With option of rail between calling ports in Japan.

Fitted with new system of wireless telegraphy. * Cargo only. * Carries deck passengers

Calling at Saigon. Omitting Keelung & Shimizu.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information, as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Queen's Road.

T. KURUMOTO,

Manager.

Shipping—Steamers.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM

FOR STRAITS, ORVLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AMERICA and SOUTH AFRICAN PORTS.)

THE Steamship

"ARCADIA," Captain S. Barcham, carrying His Majesty's Mails, will be despatched from this port for BOMBAY, &c., on SATURDAY, the 3rd September, 1910, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's SS. *Albatross*, 10,000 tons, from Colombo, Passengers' accommodation in which vessel is assured before departure from Hongkong.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, with Cargo for London, &c., will be conveyed via Bombay by the R.M.S. *Perla* (to be in London on 15th October, 1910).

Parcels will be received at this Office until 4 P.M. the day before sailing. The Quantities and Values of all Packages are required.

For further Particulars, apply to

M. A. HEWITT, Superintendent.

Hongkong, 22nd August, 1910.

(4)

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR MARSEILLES, LONDON AND ANTWERP.

THE Steamship

"CARNARVON SHIRE," Captain Gregory, will be despatched as above about 17th September.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LTD., Agents.

Hongkong, 30th August, 1910.

(75)

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,

(Calling at Port Darwin, and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"T. ALBANS," Captain Hood, will be despatched as above on SATURDAY, the 17th September, at Noon.

This well-known Steamer is especially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a daily qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamer of the Company has electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 29th August, 1910.

(570)

REGULAR STEAMSHIP SERVICE TO NEW YORK,

VIA PORTS AND SUZ CANAL

(With Liberty to Call at Malabar Coast)

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON NEW YORK:

S.S. "LENROX" On or about 3rd Sept.

S.S. "SAINT PATRICK" On or about 10th Sept.

For Freight and further Information, apply to

DODWELL & CO., LIMITED, Agents.

Hongkong, 24th August, 1910.

(56)

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, VANCOUVER, B.C., SEATTLE AND TACOMA via

SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	On or about
Superior	6,333	F. S. Cowley	27th Sept.
Kanaka	6,333	G. B. McGill	27th Oct.
Agnia	4,363	J. Boyd	20th Nov.

Calling at Amoy and Keelung if sufficient loadment offers.

These steamers are specially fitted for the carriage of Asiatic Storage passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

DODWELL & CO., LIMITED, General Agents.

Queen's Buildings, Hongkong, 24th August, 1910.

(11)

Shipping—Steamer.

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship

"ARRATOON APCAR," Captain W. D. A. Thomas, will be despatched for the above Ports, on FRIDAY, the 2nd September, at Noon.

For Freight or Passage, apply to

DAVID SASSOON & CO., LIMITED, Agents.

Hongkong, 29th August, 1910.

(572)

Consignee.

NOTICE TO CONSIGNEES.

FROM SHANGHAI, KOBE AND MOJI.

THE Steamship

"ARRATOON APCAR,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at Consignees' risk and expense into the hazardous and/or extra hazardous godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DAVID SASSOON & CO., LIMITED, Agents.

Hongkong, 29th August, 1910.

(571)

"SHIRE" LINE OF STEAMERS, LIMITED.

NOTICE TO CONSIGNEES.

FROM EUROPE.

THE Company's Steamship

"GLAMORGANSHIRE,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Co.'s hazardous and/or extra hazardous Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 5th prox., at 5 P.M., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in Godown, where they will be examined at 9.30 A.M. on 5th prox. No claims will be admitted after Goods have left the Godown or will they be recognized if not presented within 10 days of vessel's arrival.

JARDINE, MATHESON & CO., Ltd., Agents.

Hongkong, 30th August, 1910.

(574)

FROM EUROPE.

THE H. A. L. Steamship

ROBBER ESTATE RETURNS

	June	July	Total
Allagar	3,500	3,530	7,030
Alor Pongry	2,000	2,130	4,130
Alma	700	850	1,550
Anglo Malay	48,872	53,617	102,489
Ayer Kuning	—	—	833
Ayer Molak	—	2,013	2,013
Ayer Panas	500	—	500
Batu Tiga	9,725	8,757	18,482
Batak Rabbil	—	1,335	1,335
Batang	1,048	2,700	3,748
Batu Caves	13,034	17,458	30,492
Batu Tiga	7,089	8,465	15,554
Bertam	9,725	—	9,725
Beverly	—	—	4,203
Bilam	1,266	2,051	3,317
Bilik	400	1,273	1,673
Bukit Kajang	9,993	1,458	11,451
Bukit Rajah	28,812	30,840	59,652
Bukit Lintang	3,800	3,800	7,600
Bukit Timah	779	624	1,403
Bukit K. B.	300	—	300
Carey United	11,800	12,000	23,800
Casfield	3,700	3,800	7,500
Changkat Serang	3,329	3,658	6,987
Changkat Selak	950	1,000	1,950
Cleary	12,495	16,000	28,495
Consolidated Malay	24,720	—	24,720
Caledonia	21,000	23,401	44,401
Chumbr	630	868	1,498
Chersonese	2,132	2,132	4,264
Damansara	27,011	—	27,011
Edinburgh	6,400	6,500	12,900
Federated (Selangor)	11,327	—	11,327
F.M.S. Rubber	18,670	32,700	51,370
Gedong	14,600	21,000	35,600
Glendaly	1,853	1,733	3,586
Glendaly	3,867	4,899	8,766
Golden Hope	2,056	5,114	7,170
Golconda	11,803	70,737	82,540
Gula Kalampung	—	10,000	10,000
Harpenden	8,700	—	8,700
Haxton	—	349	349
Heaswood	902	1,100	2,002
High & Lowlands	37,471	39,266	76,737
Inch Kenneth	1,313	1,100	2,413
Indragiri	—	824	824
Jagra	10,024	11,758	21,782
Jebong	19,300	102,400	121,700
Kapar Para	13,877	—	13,877
Kamuning	7,052	7,052	14,104
Kempsey	—	3,507	3,507
Kepong	2,975	3,900	6,875
Klebang	—	556	556
Kota Tinggi	664	510	1,174
Kuala Klang	2,238	10,915	13,153
Korau	2,076	2,640	4,716
Krian Rub. Est.	1,224	1,300	2,524
Kuala Lumpur	45,200	48,130	93,330
Labu	19,134	16,616	35,750
Laudron	37,793	36,923	74,716
Ledbury	9,544	9,844	19,388
Linggi	65,000	71,000	136,000
London Asiatic	12,300	16,023	28,323
Malacca Plant	21,500	22,500	44,000
Merton	1,912	1,983	3,895
New Serendah	—	415	415
North Hummock	3,108	28,891	31,999
Novo Scotia	10,100	14,075	24,175
Pajani	3,000	3,350	6,350
Pattling	27,448	27,438	54,886
Pegoh	3,570	3,300	6,870
Pengkalan Durian	—	908	908
Perak Plant	10,874	—	10,874
Port Dickson	571	3,459	4,030
Raddella	1,017	—	1,017
Rambia	611	597	1,208
Riba Rubber	4,994	5,437	10,431
Rubans	12,500	16,500	29,000
Ratanui	1,575	1,850	3,425
Riber Growers Assn.	3,891	3,507	7,398
Sengai	7,000	7,051	14,051
Selaba	5,886	6,750	12,636
Sungai Choh	4,500	—	4,500
Sungai Kapar	16,800	100,600	117,400
Sandycroft	6,782	9,341	16,123
Seaford	16,085	74,505	90,590
Selangor	33,389	20,150	53,539
Seremban	34,081	38,635	72,716
Sembawang	271	535	806
Sengawang	5,772	6,250	12,022
Shelford	7,901	10,500	18,401
S'pore & Johore	12,875	11,750	24,625
Singapore Para	4,900	5,400	10,300
Straits Rubber	24,700	—	24,700
Sungai Salak	2,012	3,858	5,870
Sungai Way	6,208	—	6,208
Tambak	—	904	904
Telok Anson	1,535	680	2,215
Tall Ayer	13,100	13,500	26,600
Trafalgar	321	334	655
Tromp	—	410	410
Ulu Pandan	410	475	885
United Singapore	1,610	1,945	3,555
United Sumatra	4,510	3,710	8,220
Vallambrosa	33,500	—	33,500

[All totals are calculated for the calendar year instead of the financial year, which differs with many companies. Managers of Estates, returns for which in above list are incomplete, will help to make the list more useful if they will kindly fill in the gaps.—Singapore Free Press.]

THE WEATHER.

On the 31st at 10.50 a.m.—Black South Clouds and Drizzle hoisted.

At 11.40 a.m.—The barometer has fallen quickly in the neighbourhood of Hongkong and is now slightly in excess.

The typhoon which is moving Westwards, is situated about 90 miles to the S.E. of Hongkong. It will probably pass near Gap Rock.

Pressure has given way rapidly over the Loochoos and to the approach of another typhoon from the S.E. a depression is also approaching N. China from the Westward.

Pressure remains high over the Pacific to the Eastward of the Bonins.

Bad weather may be expected over the northern shores of the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.55 inches.

FORECAST.

1.—Hongkong and Neighbourhood, N.E. to E. gale; squally, rainy.

2.—Fuzhou Channel, N.E. winds, fresh.

3.—South coast of China between Hongkong and Loochoos, E. winds, strong.

4.—South coast of China between Hongkong and Loochoos, E. winds, strong.

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.	
London—Bank T.T.	110 5/16
Do. demand	110 1/16
Do. 4 months' sight	110 1/16
France—Bank T.T.	24 1/2
America—Bank T.T.	11 1/2
Germany—Bank T.T.	11 1/2
India T.T.	11 1/2
Do. demand	11 1/2
Singapore—Bank T.T.	7 1/2
Singapore—Bank T.T. per H.K. 100	7 1/2
Japan—Bank T.T.	7 1/2
Java—Bank T.T.	10 1/2
Buying.	
1 months' sight L/C	110 1/16
1 months' sight L/C	110 1/16
10 days' sight San Francisco & New York	110 1/16
1 months' sight do.	110 1/16
10 days' sight Sydney & Melbourne	110 1/16
1 months' sight France	24 1/2
1 months' sight Germany	11 1/2
Bar Silver	14 1/2
Bank of England rate	2 1/2
Overseas	11 1/2

SHIPPING AND MAILS.

MAILS DUE.

Indian (Namsang) 7th prox.	
German (Derflinger) 7th prox.	
Canadian (Empress of India) 8th prox.	
American (Mongolia) 11th prox.	
Indian (Lalung) 13th prox.	
American (Tenyo Hama) 13th prox.	

The T. K. K. s.s. *Nippon Maru* from Hongkong on 30th ult., arrived at San Francisco on 27th inst.

The I. C. S. N. Co. s.s. *Lalung* left Calcutta for the Straits and Hongkong on 28th inst. and is due here on 13th prox.

The O. S. K. s.s. *Settsu Maru* from Tacoma, left Tacoma, Wash., for this port on 20th inst., and is expected to arrive here on 27th prox.

The C. P. R. Co. s.s. *Empress of China* arrived at Shanghai at 6.30 a.m. on 30th inst., and leaves again at 6 p.m., same day for Nagasaki, where she is due to arrive at 4 a.m. on 1st prox.

Shipping.

Pakhoi, Br. s.s. 1,227, Gibbs, 30th Aug.—Cheribon 10th Aug. Sugar—B. & S.	
Halyang, Br. s.s. 1,36, Hodgins, 31st Aug.—Coast Ports and Swatow 30th Aug. Gen.—D. & Co.	
Iyo Maru, Jap. s.s. 1,018, R. Takada, 31st Aug.—Singapore 15th Aug. Gen.—N. Y. K.	
Delta Br. s.s. 4,780, B. W. Snow, 31st Aug.—Bombay 10th Aug. Gen.—P. & O. S. N. Co.	

Chonan, Br. s.s. 1,350, W. Lloyd Jones, 31st Aug.—Canton 30th Aug. Gen.—C. N. Co.

Choyang, Br. s.s. 1,474, Courtney, 31st Aug.—Canton 30th Aug. Gen.—J. M. & Co.

Chip Shing, Br. s.s. 1,099, P. Mooney, 31st Aug.—Canton 30th Aug. Gen.—J. M. & Co.

Dalla Maru, Jap. s.s. 897, Y. Kaburaki, 31st Aug.—Tamsui via Amoy and Swatow 30th Aug. Gen.—O. S. K.

Clearances at the Harbour Office.

Delta, for Shanghai.

Japan, for M. J.

Bohai Maru, for Amoy.

Yokohama Maru, for Nagasaki.

Glamorgan Maru, for Shanghai.

Towara, for Hongkong.

Hakata Maru, for Kobe.

Singapore, for Hongkong.

Yokohama, for Hongkong.

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Post Office.

Only fully prepaid letters and postcards are transmissible by the Siberian Route to Europe.

The *Arctica*, with the Siberian Mail, is due to arrive here on Friday, the 2nd Sept.

A Mail will also be sent—

Swatow—Per *Halyang*, 1st Sept., 9 A.M.

Shanghai—Per *Delta*, 1st Sept., 9 A.M.

Swatow, Amoy, Foochow and Shanghai—Per *Choyang*, 1st Sept., 11 A.M.

Swatow and Shanghai—Per *Choyang*, 1st Sept., 11 A.M.

Macao—Per *Settsu Maru*, 1st Sept., 11 P.M.

Shanghai—Per *Choyang*, 1st Sept., 11 P.M.

Kobe and Yokohama—Per *Yokohama Maru*, 1st Sept., 11 P.M.

Swatow—Per *Halyang*, 1st Sept., 11 P.M.

Swatow and Foochow—Per *Halyang*, 1st Sept., 11 P.M.

Manila, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Dunedin, Perth and Fremantle—Per *Yokohama Maru*, 2nd Sept., 11 A.M.

Singapore, Penang and Calcutta—Per *Yokohama Maru*, 2nd Sept., 11 A.M.

Batavia, Cheribon, Samarang and Sourabaya—Per *Yokohama Maru*, 2nd Sept., 11 A.M.

Swatow, Amoy, Foochow and Shanghai—Per *Choyang*, 2nd Sept., 11 A.M.

Macao—Per *Settsu Maru*, 2nd Sept., 11 P.M.

Shanghai—Per *Choyang*, 2nd Sept., 11 P.M.

Kobe and Yokohama—Per *Yokohama Maru*, 2nd Sept., 11 P.M.

Swatow—Per *Halyang*, 2nd Sept., 11 P.M.

Swatow and Foochow—Per *Halyang*, 2nd Sept., 11 P.M.

Manila, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Dunedin, Perth and Fremantle—Per *Yokohama Maru*, 3rd Sept., 11 A.M.

Singapore, Penang and Calcutta—Per *Yokohama Maru*, 3rd Sept., 11 A.M.

Batavia, Cheribon, Samarang and Sourabaya—Per *Yokohama Maru*, 3rd Sept., 11 A.M.

Swatow, Amoy, Foochow and Shanghai—Per *Choyang*, 3rd Sept., 11 A.M.

Macao—Per *Settsu Maru*, 3rd Sept., 11 P.M.

Shanghai—Per *Choyang*, 3rd Sept., 11 P.M.

Kobe and Yokohama—Per *Yokohama Maru*, 3rd Sept., 11 P.M.

Swatow—Per *Halyang*, 3rd Sept., 11 P.M.

Swatow and Foochow—Per *Halyang*, 3rd Sept., 11 P.M.

Manila, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Dunedin, Perth and Fremantle—Per *Yokohama Maru*, 4th Sept., 11 A.M.

Singapore, Penang and Calcutta—Per *Yokohama Maru*, 4th Sept., 11 A.M.

Batavia, Cheribon, Samarang and Sourabaya—Per *Yokohama Maru*, 4th Sept., 11 A.M.

Swatow, Amoy, Foochow and Shanghai—Per *Choyang*, 4th Sept., 11 A.M.

Macao—Per *Settsu Maru*, 4th Sept., 11 P.M.

Shanghai—Per *Choyang*, 4th Sept., 11 P.M.

Kobe and Yokohama—Per *Yokohama Maru*, 4th Sept., 11 P.M.

Swatow—Per *Halyang*, 4th Sept., 11 P.M.

Swatow and Foochow—Per *Halyang*, 4th Sept., 11 P.M.

Manila, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Dunedin, Perth and Fremantle—Per *Yokohama Maru*, 5th Sept., 11 A.M.

Singapore, Penang and Calcutta—Per *Yokohama Maru*, 5th Sept., 11 A.M.

Batavia, Cheribon, Samarang and Sourabaya—Per *Yokohama Maru*, 5th Sept., 11 A.M.

Swatow, Amoy, Foochow and Shanghai—Per *Choyang*, 5th Sept., 11 A.M.

Macao—Per *Settsu Maru*, 5th Sept., 11 P.M.

Shanghai—Per *Choyang*, 5th Sept., 11 P.M.

Kobe and Yokohama—Per *Yokohama Maru*, 5th Sept., 11 P.M.

Swatow—Per *Halyang*, 5th Sept., 11 P.M.

Swatow and Foochow—Per *Halyang*, 5th Sept., 11 P.M.

Manila, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Dunedin, Perth and Fremantle—Per *Yokohama Maru*, 6th Sept., 11 A.M.

Singapore, Penang and Calcutta—Per *Yokohama Maru*, 6th Sept., 11 A.M.

Batavia, Cheribon, Samar

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIN & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	\$1,000,000 \$1,000,000 \$1,000,000	\$2,025,018	£2.5/- for half year ending 31.12.09 @ ex 1/98 = \$15.11	5 %	\$50 buyers \$49.15/-
National Bank of China, Limited	99,925	£7	£6	\$1,000,000 \$1,000,000 \$1,000,000	\$10,553	\$2 (London 3/6) for 1909	...	\$76 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,000,000 \$1,000,000 \$1,000,000	none	\$10 for 1908	6 %	\$165 buyers
North China Insurance Company, Limited	10,000	£15	£5	\$1,000,000 \$1,000,000 \$1,000,000	Tls. 207,573	Final of 7/6 making 15/- for 1908	3 %	Tls. 115 buyers
Union Insurance Society of Canton, Limited	13,400	\$250	\$100	\$1,000,000 \$1,000,000 \$1,000,000	\$187,094	Final of \$20 per share, making in all \$50 per share for 1908 and an interim dividend of \$30 per share for 1909	6 %	\$840 sellers
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$1,000,000 \$1,000,000 \$1,000,000	\$7,757	\$12 for year ending 31.12.08 and interim of \$3 on account of 1909	7 %	\$200
FIRE INSURANCES.								
China Fire Insurance Company, Limited	10,000	\$100	\$20	\$1,000,000 \$1,000,000 \$1,000,000	\$4,840	\$6 and bonus \$2 for 1908	7 %	\$111 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,000,000 \$1,000,000 \$1,000,000	\$416,218	\$27 for 1908	8 %	\$340 buyers
SHIPPING.								
China and Manila Steamship Company, Limited	20,000	\$25	\$25	\$1,000,000 \$1,000,000 \$1,000,000	Dr. \$37.7	5 % for 1908	...	\$111 sales
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$1,000,000 \$1,000,000 \$1,000,000	...	2 1/2 for year ending 30.6.1908	...	\$27 sellers
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$1,000,000 \$1,000,000 \$1,000,000	\$20,766	Final of \$12 for account 1910	8 %	\$33 on & 33 1/2
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	£5	£5	\$1,000,000 \$1,000,000 \$1,000,000	£537.84	6/- for 1907 on Preference shares only @ ex 1/9 11/16 = \$3.154	...	\$60 sellers
Do. (Deferred)	60,000	£5	£5	\$1,000,000 \$1,000,000 \$1,000,000	£1,294	3rd div. of 7/- per share (comp. No. 13) making in all 4/- for '08 & interim of 1/- for ac. '09	5 %	\$8/- buyers
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	\$1,000,000 \$1,000,000 \$1,000,000	£1,294	A dividend of 7 1/2 % for year ending 30.6.1910	5 %	\$24 sellers
"Star" Ferry Company, Limited	10,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	£1,294	A bonus of 5 %	4 1/2 %	\$12 sellers
REFINERIES.								
Obbia Sugar Refining Company, Limited	20,000	\$100	\$100	\$1,000,000 \$1,000,000 \$1,000,000	Dr. \$8,000	\$10 per share for 1909	6 %	\$160 ex div. s.
London Sugar Refining Company, Limited	7,000	\$100	\$100	\$1,000,000 \$1,000,000 \$1,000,000	Dr. \$135,891	\$3 for 1897	...	\$26 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	\$1,000,000 \$1,000,000 \$1,000,000	Tls. 6,000	Tls. 10 for year ending 31.8.09	...	Tls. 800 sellers
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	\$1,000,000 \$1,000,000 \$1,000,000	£1,435	Interim of 1/6 for 1910 (coupon No. 14)	9 %	Tls. 16 Pa. 10
Headwaters Mining Company	60,000	Pa. 10	Pa. 10	\$1,000,000 \$1,000,000 \$1,000,000	none	First year	...	Tls. 16 Pa. 10
Raub Australian Gold Mining Company, Limited	100,000	£1	£1	\$1,000,000 \$1,000,000 \$1,000,000	none	\$4 per share 13th dividend	5 %	\$7 1/2
Oriental Consolidated Mining Co., Ltd.	50,000	£1	£1	\$1,000,000 \$1,000,000 \$1,000,000	none	Final of Gold \$0.65 for 1909 in all G \$1.15	...	\$7 1/2
Feewick (Geo.) & Co., Limited	18,000	\$25	\$25	\$1,000,000 \$1,000,000 \$1,000,000	Dr. \$8,460	\$1.75 for year ending 31.12.08	...	\$9 1/2 sellers
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$50	\$50	\$1,000,000 \$1,000,000 \$1,000,000	\$264,847	\$2 1/2 for 1909	4 1/2 %	\$53 buyers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$1,000,000 \$1,000,000 \$1,000,000	\$131,765	Interim of \$1 1/2 for account 1909	...	\$50 1/2 sales
Shanghai Dock and Engineering Co., Ltd.	Tls. 55,700	Tls. 100	Tls. 100	\$1,000,000 \$1,000,000 \$1,000,000	Tls. 6,361	Final of Tls. 3 making Tls. 6 in all for 1910	6 1/2 %	Tls. 76
Shanghai and Hongkew Wharf Company, Limited	16,000	Tls. 100	Tls. 100	\$1,000,000 \$1,000,000 \$1,000,000	Tls. 9,222	Final of Tls. 4 making Tls. 7 for 1909	7 %	Tls. 116
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	\$1,000,000 \$1,000,000 \$1,000,000	Tls. 4,314	Tls. 6 for year ending 29.2.09	5 1/2 %	Tls. 101 sellers
Central Stores, Limited	50,123	\$15	\$15	\$1,000,000 \$1,000,000 \$1,000,000	\$124,041	\$1.20 on old and 60 cents on first new issue	8 %	\$16 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$1,000,000 \$1,000,000 \$1,000,000	\$27,977	\$2.60 on old shares and 1.30 on new shares	3 %	\$104 1/2 sellers
Hongkong Land Investment and Agency Co., Ltd.	8,000	\$50	\$50	\$1,000,000 \$1,000,000 \$1,000,000	\$27,977	Final of \$5 1/2 making \$7 for year end 31.12.09	7 %	\$100 buyers
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	\$25,471	Final of \$1.80 making in all 3.80 per share for 1909	6 1/2 %	\$8 1/2 and 8 1/2
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	\$1,000,000 \$1,000,000 \$1,000,000	Tls. 63,969	Interim of Tls. 3 for 1910	6 1/2 %	Tls. 112
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	\$1,000,000 \$1,000,000 \$1,000,000	\$21,918	Final of \$1.80 making in all 3.80 per share for 1909	8 1/2 %	\$32
West Point Building Company, Limited	12,500	\$50	\$50	\$1,000,000 \$1,000,000 \$1,000,000	...	...	...	...
COTTON MILLS.								
Kwo Cotton Spinning and Weaving Company, Ltd.	20,000	Tls. 50	Tls. 50	\$1,000,000 \$1,000,000 \$1,000,000	Tls. 20,991	Tls. 22 for year ending 31.10.09	8 1/2 %	Tls. 110
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	\$3,553	50 cents for year ending 31.7.08	10 %	\$5
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	\$1,000,000 \$1,000,000 \$1,000,000	Tls. 8,272	Tls. 7 1/2 for year ending 30.9.09	12 %	Tls. 57 1/2
Lada-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	\$1,000,000 \$1,000,000 \$1,000,000	Tls. 8,229	Tls. 6 for 1909	7 %	Tls. 68 1/2
Sey Chee Cotton Spinning Company, Limited	2,000	Tls. 60	Tls. 60	\$1,000,000 \$1,000,000 \$1,000,000	Tls. 21,773	Tls. 25 for 1909	10 %	Tls. 240
MISCELLANEOUS.								
Hell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$1,000,000 \$1,000,000 \$1,000,000	£648	15 % per share for 1908	...	\$8 sellers
China-Borneo Company, Limited	60,000	\$12	\$12	\$1,000,000 \$1,000,000 \$1,000,000	\$61,178	60 cents for 1909	6 %	\$8 1/2 buyers
China Light and Power Company, Limited	50,000	\$5	\$5	\$1,000,000 \$1,000,000 \$1,000,000	\$602	10 cents for year ended 31.12.08	...	\$1.40
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	\$1,891	80 cents for 1909	9 %	\$8 1/2 and 8 1/2
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	\$1,000,000 \$1,000,000 \$1,000,000	\$23,000	\$1.20 for year ending 31.7.09	6 1/2 %	\$19 buyers
Green Island Cement Company, Limited	400,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	\$5,017	Final of 40 cents making in all 75 cents per share for 1909	10 %	\$5 sales
H. Price & Company, Limited	12,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	\$670	14 per cent. viz. \$1.40 for 1909	12 %	\$24 sellers
Hongkong Electric Company, Limited	60,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	\$11,798	A dividend of \$1.20 per share and a bonus of 10 cents	6 %	\$20 buyers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$1,000,000 \$1,000,000 \$1,000,000	\$7,616	Final of \$8 for 1909	6 1/2 %	\$135
Hongkong Rona Manufacturing Company, Ltd.	60,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	\$16,682	Final of \$1 making in all \$2 for 1910	9 %	\$21
Matschappij van Mijne, Bosch- en Landbouwerij in Langkat, Limited	25,000	Gs. 100	Gs. 100	\$1,000,000 \$1,000,000 \$1,000,000	Tls. 61,934	1st interim dividend of Tls. 22 for 1910	5 %	Tls. 2,300 s.
Peak Tramways Company, Limited	25,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	\$3,074	80 cents on fully paid shares and 8 cents on 1st paid shares for year ending 30.4.10	11 1/2 %	\$14 1/2 sellers
Peak Tramways Company (new)	50,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	\$18,640	None	5 %	\$150 sellers
Philippine Company, Limited	75,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	Tls. 21,820	None	...	\$20 sellers
Shanghai-Sumai Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	\$1,000,000 \$1,000,000 \$1,000,000	Tls. 3,250	No dividend this year	3 %	Tls. 155
Societe des Papiers et Papeteries du Tonkin	13,200	50 Halabong Nominal	25	\$1,000,000 \$1,000,000 \$1,000,000	none	First year	...	\$20 sellers
South China Morning Post, Limited	6,000	\$15	\$15	\$1,000,000 \$1,000,000 \$1,000,000	Dr. \$31,096	None	...	\$26
Steam Laundry Company, Limited	20,000	\$25	\$25	\$1,000,000 \$1,000,000 \$1,000,000	\$17,86	10 % for year ending 31st May 1910	17 %	\$5 1/2 sales
Union Waterboat Company, Limited	30,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	\$11,916	60 cents for year ending 31.12.08	8 %	\$6 1/2 buyers
United Asbestos Oriental Agency, Limited	10,000	\$10	\$5	\$1,000,000 \$1,000,000 \$1,000,000	\$46,000	60 cents per ord. share for year ending 31.5.09	5 %	\$22 1/2 sellers
Watkins Limited	10,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	\$1,041	25 cents for 1909	11 %	\$30 sellers ex div.
Watson (A.S.) & Co., Limited	20,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	\$2,012	None	...	\$61 buyers
William Powell, Limited	15,000	7	7	\$1,000,000 \$1,000,000 \$1,000,000	\$782	None	...	\$2 sellers

Intimations

COMPANIA GENERAL DE TABACOS

DE FILIPINAS

ESTABLISHED IN 1882. CAPITAL £3,000,000.



"LA FLOR DE LA ISABELA."

High grade cigars manufactured with the best selected leaf grown in the estates of the Company.

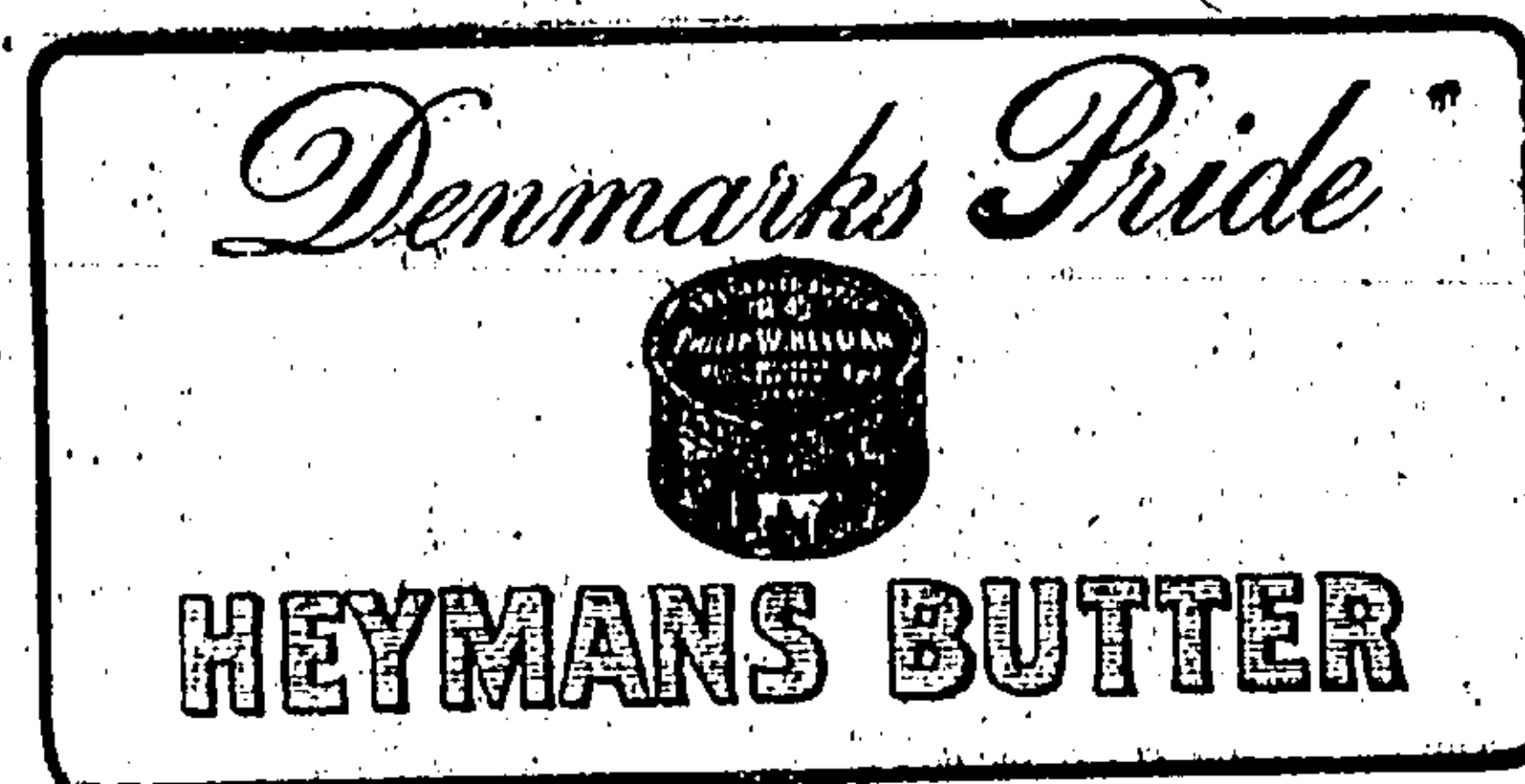
SPECIAL BRANDS:

Pigtails, Vegueros Especiales, Regalia A Lopez, Regalia G Pereira, Favoritos A Lopez, Favoritos A Correa, Perfectos Especiales, Exquisitos, Reina Victoria, High Life, Londres Finos, Conchas Finas, and other Current Brands.

RETAILED IN ALL THE LEADING STORES.

BARRETTO & CO.,

AGENTS.



SIEMSEN & CO., Sole Agents.

49

THE HASTINGS SHINGLE MANUFACTURING CO., LTD.
BRITISH CANADIAN LUMBER CO., LTD.
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ORIENTAL REPRESENTATIVE:

THIRD FLOOR.

P. KEITH MACKEDIE.

HOTEL MANSIONS,

Hongkong.

NOW OFFERING

BRITISH COLUMBIA FIR LUMBER

In all sizes, lengths, and grades:

Hongkong, 26th August, 1910.

1559

Hotels.

BAND I BAND II BAND III
AT THE
BELLE VIEW HOTEL,
SHAUKIWAN ROAD,
Telephone No. 907.

By kind permission of the Commander and Officers, the full Band of 10th Mahratta Light Infantry will play on the lawn at the above Hotel commencing from 5 p.m.

On SUNDAY, the 4th September:

Ice Drinks, Best Brands of Liquors served at tables on the Lawn or Verandahs. Dinner a la Carte 7.30 p.m.

Dining Rooms can be reserved by telephoning to the undersigned.

All cordially invited.

W. GALLAGHER, Manager.

Hongkong, 31st August, 1910.

VIENNA CAFE COMPANY, (1910)
LIMITED (RE-CONSTRUCTED),
QUEEN'S ROAD CENTRAL, OPPOSITE POST OFFICE.

A FIRST CLASS RESTAURANT
(TABLE D'HOTE OR A LA CARTE).

Afternoon Teas, Ices, Light Refreshments.

Specially selected Brands of Wines, Spirits, Beers, etc.

An extensive modern Bakery.

A French Chef.

Hongkong and 1st July, 1910.

1499